



REDUCING PETROLEUM USE IS VITAL TO OUR NATION'S LONG-TERM ENERGY SECURITY

The FreedomCAR Partnership and other research efforts sponsored by the U.S. Department of Energy are focused on finding ways to cut our reliance on imported oil, and to increase our use of domestically produced energy sources such as hydrogen and natural gas.

Why Is This Important?

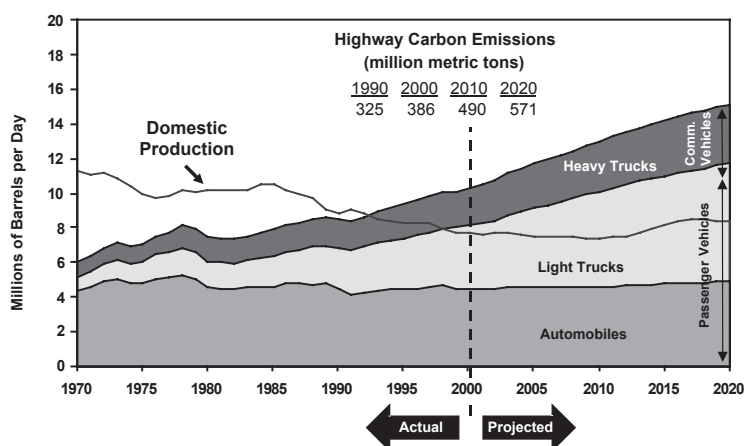
Americans depend heavily on petroleum-based products for transportation, heating, and manufacturing. The United States consumes 26% of the world's oil—yet our nation produces just 9% of the global supply, and accounts for only 2% of the world's petroleum reserves.

The biggest consumer of petroleum in United States today is transportation. Transportation use accounts for 67% of our petroleum consumption, in part because our nation's transportation sector relies on petroleum for 95% of its fuel. Since the early 1980s, oil use for transportation in the United States has been growing at an average annual rate of 2%. Use by heavy and light trucks

grew at an even faster rate of 4% per year during the 1990s. As a nation, we have nearly doubled our daily oil imports, from 5.8 million barrels per day in 1975, to 10.9 million barrels per day in 2001, and the percentage of our daily oil demand being supplied by foreign imports has grown by almost 20% per day—from 36% to 55% since 1975. At the rate our consumption is growing (see below), our dependence on oil imports will only increase, unless something changes.

As recent events have shown, our growing dependence on imported oil puts the United States at serious risk. In the event of a world crisis that interrupts shipment of oil for any prolonged period of time, our nation's economy and well-being would be severely threatened. There can be no question that government, industry, and citizens must work together to reduce our growing dependence on imported oil.

A Growing "Oil Gap"



Source: Transportation Energy Data Book, Edition 21, DOE/ORNL-6966, September 2001, and EIA Annual Energy Outlook 2002, DOE/EIA-0383(2002), December 2001